



**ILLINOIS ELECTRIC VEHICLE ADVISORY COUNCIL  
Monthly Meeting**

**2:00pm on March 25, 2015**

Chicago: Thompson Center at 100 W. Randolph St., Suite 3-400 (DCEO Office)

Springfield: Ridgely Building at 500 E. Monroe St., 4th Floor (DCEO Office)

Dial-in: 1-888-494-4032, access code 865-039-0291#

**Welcome & Introductions**

Caitlyn Barnes, Illinois Department of Commerce and Economic Opportunity (DCEO), called the meeting to order. She invited participants in the Illinois Electric Vehicle Advisory Council (EVAC or "Council") meeting to introduce themselves.

*Chicago Attendees*

- C Jay Johnson, Outage Electric Consulting
- Molly Lunn, DCEO
- Marc Manning, CTA
- Ross Patronsky, CMAP
- Paul Pierre-Louis, DCEO (*Council Member and Interim Chair*)
- Jim Rhodes, ZipCar
- Michael Weiser, Commuter Cars

*Springfield Attendees*

- Caitlyn Barnes, DCEO
- Kim Biggs, IEPA
- Darwin Burkhart, IEPA (*Council Member*)
- Joseph Mikulecky, EV Town (*Council Member*)
- Michael Motor, DCEO
- David Ross, DCEO

*Teleconference Attendees*

- Samantha Bingham, City of Chicago (*Council Member*)
- Joe Delello, Mitsubishi Motors
- Brian Haug, Continental Electrical
- Brian Levin, ChargePoint
- Steve Massey, IDOT (*Council Member*)
- Tim Milburn, Green Ways 2Go
- Adrienne Mintz, Chicago Area Clean Cities Coalition
- Sam Ori, Energy Policy Institute
- Dan Santini, Argonne
- Bob Spatz, Carbon Day
- Dean Thompson, Ameren Illinois (*Council Member*)

- Curt Volkmann, Environmental Law and Policy Center (*Council Member*)
- Mary Jo Warskow, Elevate Energy
- Allen Will, Telefonix
- Tracy Woodard, Nissan (*Council Member*)

*Absent Council Members*

- Sharon Feigon, Alternative Transportation for Chicagoland
- Representative Michael Fortner
- Dan Gabel, ComEd
- Senator Linda Holmes
- Lisa Medearis, Illinois Sierra Club
- Andrew Moyer, DCEO
- Kristin Munsch, Citizens Utility Board
- Tony Reinhart, Ford
- Senator Sue Rezin
- Eric Schlaf (*Council Member Designee*)
- Representative Ann Williams

**Status Update: Illinois Electric Vehicle Infrastructure Rebate Program – IL Department of Commerce and Economic Opportunity (DCEO)**

*Fiscal Year 2015 Applications*

The Illinois Department of Commerce and Economic Opportunity (DCEO) has received 82 applications thus far during the Fall 2014 (Fiscal Year 2015) funding cycle of the program.

This project number includes a total of 130 stations, with 179 total charging ports. Over 60 percent of these stations are installed at non-residential locations.

The spending freeze implemented by Governor Rauner impacted the EV Infrastructure Rebate Program from January to just prior to this meeting; however, the agency's Director, Jim Schultz, has begun approving letters to applicants authorizing payments. This is a positive sign for finalizing payments, but there are a few more steps in the process before payment requests are formally submitted to the Comptroller's Office and rebate checks are processed.

The program will close as scheduled on April 16, 2015.

*Electric Vehicle Industry Development Program*

The Electric Vehicle Industry Development ("EVID") Program is a grant program DCEO manages which was last open during Fiscal Year 2012. During that grant cycle, DCEO provided awards to two grant recipients. Both recipients – AllCell and Microsun – were Chicago-based companies that develop and produce battery technology for electric vehicles. In total, those grant recipients have been awarded \$1.3 million in funding to improve their processing facilities.

DCEO is considering re-opening the EVID program and is seeking input on its guidelines and the types of projects the Council believes would be beneficial to the EV industry.

The EVID program is open to: for-profit businesses, non-profit organizations, governmental entities, and educational institutions. The program funds projects that establish, expand, or enhance capacity for

manufacturing EV's, EV supply equipment, or EV/EVSE components. Eligible expenses include purchase and installation of machinery, equipment, and new industrial systems; and construction, expansion, and/or improvement of production facilities.

In order to qualify for funding, the applicant must provide matched funding up to a minimum of 50 percent of the project cost. At least 25 percent must come from direct investment from the applicant; the other 25 percent can come from private investment, other grants/rebates, etc.

Historically, applications were evaluated on the following criteria:

1. Application quality
2. Applicant capacity (capability, credentials, experience)
3. Feasibility of project plan
4. Project benefits (encouraging EV use, EV industry growth, economic development, supply chain expansion, reduction of greenhouse gas emissions, etc.)
5. Leveraged funds
6. Past grant performance

These are current topics which could be considered by DCEO with assistance from the EV Advisory Council:

1. **Definitions of electric vehicle.** In the program guidelines, "electric vehicle" is currently defined as either a battery-powered electric vehicle operated solely by electricity or as a plug-in hybrid electric vehicle. This definition also requires the electric vehicle to be licensed to drive on public roadways without restrictions confining it to operation only on certain types of streets or roads.
2. **Definitions of EVSE.** In the program guidelines, "electric vehicle supply equipment (EVSE)" is currently defined as equipment need to safely convey power to an EV, including conductors, EV connectors and attachment plugs, etc. This definition highlights charging stations in particular as potential EVSE.
3. **Focus of projects.** Projects have to focus on creation/expansion of a manufacturing process for EV/EVSE or on improvement of manufacturing facility for EV/EVSE per the current guidelines.
4. **Commercially available requirement.** Grant funds can only be used on projects that are commercially available. Funding cannot currently be used on research and development, product prototyping, or demonstration of testing of products not yet commercially available.

#### Questions and Comments

Weiser asked for clarification on the meaning of bond funding and its restrictions on project expenses. Lunn replied using bond funding means expenses must be considered a "bondable expense;" therefore, expenses typically have to be for physical equipment the Department could recover if the grantee does not meet program requirements.

A Council member asked if grant recipients needed to be based in Illinois. Lunn noted the company itself could be an out-of-state company, but the project location needs to be within Illinois.

DCEO invited EVAC members and attendees to provide further comments by email to [Caitlyn.Barnes@Illinois.gov](mailto:Caitlyn.Barnes@Illinois.gov).

**Status Update: Certification for Electric Vehicle Charging Station Installers – Illinois Commerce Commission (ICC)**

There are currently 53 electric vehicle charging station installers and 81 distributed generation installers who have been certified by the Illinois Commerce Commission (ICC).

The list of ICC certified installers can be accessed at:  
<http://www.icc.illinois.gov/utility/Certified.aspx?type=25>

A Google map of the current ICC certified installers can be accessed here:  
<https://mapsengine.google.com/map/edit?mid=z47bccbnlqiA.kHWUA5rdioR4>

For additional information on the ICC's EV Charging Station Installer Certification, refer to the program website: <http://www.icc.illinois.gov/Electricity/EVChargingStationInstallerCert.aspx>

### **Drive Clean Chicago Program Update – City of Chicago**

The City of Chicago is still accepting applications to its Drive Clean Truck Program. Drive Clean Truck is part of the City of Chicago Drive Clean Chicago program, which aims to decrease congestion mitigation and improve air quality. This program utilizes federal funding, and therefore should not be impacted by the Fiscal Year 2016 budget.

As of this meeting, the City of Chicago has approved 18 voucher applications for the Drive Clean Truck Program which utilize \$482,000 in funding. There are an additional ten applications pending which should utilize another \$600,000 in funding if approved. This would put the total expenditure at \$1.1 million.

The City of Chicago also anticipates launching its Drive Clean Taxi program by the end of April, 2015. This program will provide a total amount of \$1.2 million in funding available to incentivize electric and compressed natural vehicles which can be licensed by the city (such as taxis, ambulances, and shuttles). The City of Chicago hopes to use this program to incentivize up to 120 vehicles.

Program numbers and guidelines for the Drive Clean Chicago programs can be found online at [www.drivecleanchicago.org](http://www.drivecleanchicago.org).

The fourth annual Green Drives event hosted by Chicago Area Clean Cities Coalition will be held on May 28, 2015 from 8:00am to 4:00pm at the DuPage County Fairgrounds in Wheaton, Illinois. This is a free event which is open to the public and should host a ride and drive session and an informational session on electric vehicles. The City of Chicago anticipates having several Drive Clean Truck voucher recipients present at the event.

Registration information for Green Drives 2015 can be found online at <http://www.chicagocleancities.org/component/ohanah/green-drives-2015/registration?Itemid=0>

### **Alternate Fuels Rebate Program Update – Illinois Environmental Protection Agency (IEPA)**

Woodard asked for clarification on the text recently posted on the [www.illinoisgreenfleets.org/](http://www.illinoisgreenfleets.org/) website which noted the Alternate Fuel Rebate Program has been suspended. Burkhart noted the Illinois Environmental Protection Agency (IEPA) posted the message on Wednesday, March 18, 2015. The suspension was put in place so that, among other reasons, the new administration could review the program funding for the Alternate Fuels Rebate Program. Biggs noted the program has been running

since 1998, but has grown exponentially since its inception. In Fiscal Year 2014 alone, the program had \$10.3 million in expenditures, which is not sustainable with the amount of fleet vehicle fees the IEPA receives to fund the Alternate Fuels Rebate Program. Therefore, the program’s funding is currently under review. No final decision has been made on what will be done with the applications received thus far. Other programs on the same Illinois Green Fleets website are federally funded and should not be impacted by this review.

All new information on the Alternate Fuels Rebate Program will be posted on its website:

<http://www.illinoisgreenfleets.org/rebates/index>.

*Note: The full text from the Alternate Fuels Rebate Program website now reads, “The Alternate Fuel Rebate Program is currently suspended. Due to the suspension of the program, applications received by the Illinois EPA for calendar year 2014 are not being processed at this time. Please check back for future updates.”*

**Illinois Electric Vehicle Registration Data – Illinois Secretary of State’s Office**

Miller provided the following information on Electric Vehicle Registrations in Illinois as of February, 2015:

Mitsubishi iMeiv	264
Nissan Leaf	1,059
Tesla	1,524
Chevy Volt	2,328
Ford Focus Electric	46
Ford Fusion Energi	283
Toyota Prius Plug-in	84
Fisker	29
<b>Total</b>	<b>5617</b>

**EV Advisory Council Purpose and Meeting Schedule**

EV Advisory Council members have been asked to consider the *continued purpose of the EV Advisory Council* as well as the *meeting schedule for EVAC*.

Continued Purpose of EVAC

The original purpose of the EV Advisory Council, as outlined in the legislation which created it, was to prepare a report advising former Governor Pat Quinn and the General Assembly on issues related to the purchase and use of electric vehicles by Illinois consumers and the growth of the EV industry in Illinois. Currently, there is no annual deliverable to be accomplished by EVAC. The Council has been asked to consider potential purposes for EVAC to address or accomplish in the future.

The following have been discussed as potential purposes for the continuation of EVAC:

1. Feedback on EV incentives and programs
2. Tracking and discussion of EV-related legislation
3. Information sharing and collaboration

Meeting Schedule of EVAC

The EV Advisory Council currently meets on a monthly basis.

EVAC members have been asked to consider whether monthly meetings are necessary or appropriate at this time, based on the amount of information the Council has to discuss on a monthly basis.

#### *Potential Meeting Schedule*

The following have been discussed as potential meeting schedules for EVAC:

1. Quarterly
2. Every two months
3. Monthly

#### Comments and Questions

Lunn delivered the presentation above. She also noted that in her opinion, quarterly meetings would be sufficient based on the staffing and administration requirements to conduct a meeting and the amount of information currently available to discuss.

Johnson noted education could be an additional purpose for the EV Advisory Council. He asked what type of support the new administration might have for this purpose. Lunn noted it might be possible to approach Gov. Rauner's administration with recommendations on the purpose and meeting schedule of the EV Advisory Council. Barnes noted the EV Advisory Council had previously sponsored EV Advisory Forums – which were funded with DCEO grant funding and hosted by the Illinois American Lung Association – but those forums received mixed turnout. Additionally, Barnes noted EV Advisory Council members recently organized a workplace charging event which was sponsored by the U.S. Department of Energy, DCEO, the Chicago Area Clean Cities Coalition, the Environmental Law and Policy Center, and Baxter Healthcare. Johnson believed the EV Advisory Council should broaden its focus to events aimed at the public to attract new EV consumers.

Massey believed the EV Advisory Council also has the purpose of advocating for EV use and for a public and private partnership to expand the EV industry. He noted the EV Advisory Council could be particularly helpful in looking at additional funding sources for programs such as the Alternate Fuels rebate Program.

Weiser agreed the EV Advisory Council can serve as an advocacy group for the use of electric vehicles. He recommended the Council take a stronger focus on innovative products and services.

Burkhart recommended the meeting schedule be changed to every other month. Several Council members believed the meeting schedule should remain at every month.

#### **Member Comments**

Santini noted Argonne has been working with Chicago Area Clean Cities to host webinars related to electric vehicle usage. A recent webinar, held on February 25, focused on strategic planning and market trends. The most recent webinar, held on March 24, focused on numerous topics, including: business models for DC fast charging stations, financing and incentives, benefits of EV charging, sales and availability patterns, utility partners, charging cost models, and the impact of various EV-related programs and policies on the EV markets in other states.

A white paper on the most recent March 24<sup>th</sup> webinar is available at:

[http://www.afdc.energy.gov/cleancities/webinars/uploads/document/document\\_url/62/2015-03-24\\_EVs\\_Alternative\\_Financing.pdf](http://www.afdc.energy.gov/cleancities/webinars/uploads/document/document_url/62/2015-03-24_EVs_Alternative_Financing.pdf)

A market trends presentation from the February 25<sup>th</sup> webinar is available at:

[http://www1.eere.energy.gov/cleancities/pdfs/2015\\_strategic\\_planning\\_presentation\\_electric\\_drive.pdf](http://www1.eere.energy.gov/cleancities/pdfs/2015_strategic_planning_presentation_electric_drive.pdf)

A briefing paper from the February 25<sup>th</sup> webinar is available at:

[http://www1.eere.energy.gov/cleancities/pdfs/2015\\_strategic\\_planning\\_electric\\_drive.pdf](http://www1.eere.energy.gov/cleancities/pdfs/2015_strategic_planning_electric_drive.pdf)

## **Updates on Current EV News, Initiatives, Events, and Programs**

### **Current EV News**

- Plug-In Electric Vehicles and Charging Infrastructure Alternative Financing Webinar, March 24 – DOE, Clean Cities, and Argonne
- Breaking: 2017 Chevrolet Bolt 200-Mile Electric Car To Start Production in Oct 2016 (Feb. 6, 2015)  
[http://www.greencarreports.com/news/1096673\\_breaking-2017-chevrolet-bolt-200-mile-electric-car-to-start-production-in-oct-2016](http://www.greencarreports.com/news/1096673_breaking-2017-chevrolet-bolt-200-mile-electric-car-to-start-production-in-oct-2016)
- Energy Secretary Confirms: U.S. Will Fall Short Of Obama Goal Of 1 Million Electric Cars By 2015 (Jan. 23, 2015)  
[http://www.greencarreports.com/news/1096451\\_energy-secretary-confirms-u-s-will-fall-short-of-obama-goal-of-1-million-electric-cars-by-2015](http://www.greencarreports.com/news/1096451_energy-secretary-confirms-u-s-will-fall-short-of-obama-goal-of-1-million-electric-cars-by-2015)
- PG&E proposes 25,000 new charging stations (Feb. 12, 2015)  
<http://chargedevs.com/newswire/pge-proposes-25000-new-charging-stations/>
- BMW and Volkswagen partner with ChargePoint to create fast charging corridors on East and West Coasts (Jan. 23, 2015)  
<http://chargedevs.com/newswire/bmw-and-volkswagen-partner-with-chargepoint-to-create-fast-charging-corridors-on-east-and-west-coasts/>

### **Pending EV Legislation**

HB0198 would prohibit parking conventional vehicles in spaces with EV charging stations and would implement a minimum fine of \$75 per offense. The bill would require signage to be placed at EV charging stations at both public and private buildings.

The bill status and full text for HB0198 is available at:

<http://www.ilga.gov/legislation/BillStatus.asp?DocTypeID=HB&DocNum=198&GAID=13&SessionID=88&LegID=83826>

## **Closure**

Agendas and minutes for each Council meeting are posted on DCEO's website:

<http://www.illinois.gov/dceo/whyillinois/KeyIndustries/Energy/Pages/IL.EV.Advisory.Council.aspx>

The next meeting for EVAC will be held on Wednesday, April 22, 2015.

*Note: This meeting was later moved to Wednesday, April 29, 2015.*

The meeting was adjourned.